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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1A

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COUNTRY Germany (Russian Zone)
 SUBJECT Notes of Baltic Shipyards

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SUPPLEMENT TO
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1. Plans have been made for the construction of an 8,000 ton combination dock for the Neptunwerft in Rostock. The dock is to consist of two sections, each having a lifting capacity of 4,000 tons. There being no dock specialists in the Soviet Zone who are capable of both designing and building such a dock, and since it is impossible to have the dock built in the Western Zones, plans and blueprints for the dock will be prepared by West German engineers. Negotiations are going on in Kiel and in Hamburg but no agreement has as yet been reached, especially concerning the cost and method of payment.*

- 25X1X 2. Some pilots told [REDACTED] the Volkswerft Stralsund (former Kroege-
 werft) is building fishing cutters on a mass production scale. These are about 10 meters long, have one mast and are painted green. Similar cutters are being built by the Peenewerft in Wolgast. They are outfitted in Stettin and then sail in groups to the East.

3. The signal station at Stubbenkammer-Koenigstuhl on Ruegen Island, which has always exchanged signals with passing steamers, has not shown any sign of activity since about 1 July. Fishermen complain about the unreliable lighting in the compulsory channels throughout the Eastern Baltic.

4. The East German training ship, WILHELM PIECK, was observed under full sail before Warnemuende on 29 July. This is a 300-ton ship rigged as a brigantine with a full foremast and a gaff sail on the stern mast. She was out on her first training cruise with a German crew on board. The freighter HUGO OLDEENDORF carries coal regularly between Stettin and Scandinavian harbors.

- 25X1A * [REDACTED] Comment: A report dated 19 November 1950, stated that the Neptunwerft was equipped with two floating docks, one estimated at 10,000 tons and the other at 5,000 tons. A report dated 3 June 1951, states that an unidentified person who has some connection with the Flender Werft in Luebeck, was approached by a representative of a shipyard in Rostock, presumably the Neptunwerft, and was asked to prepare blueprints for a floating dock. This information has not been confirmed.

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